

FOR EUROPE & AMERICA,  
INDIA, AUSTRALIA, &c., and for  
PRIVATE RESIDENTS AT HS  
OUTPORTS  
A Comprehensive and Complete  
Record of the  
NEWS OF THE FAR EAST  
is given in the  
HONGKONG WEEKLY  
PRESS,  
With which is incorporated the  
CHINA-OVERLAND TRADE REPORT  
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PRICE. \$3 PER MONTH.

## HOTELS

### HONGKONG HOTEL

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Dining accommodation for 300 Persons.

Well Furnished Reception Rooms.

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Electric Lifts to each Floor.

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Every Comfort.

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Ladies' Cloak Rooms.

Matron in attendance.

CHARGES MODERATE, AND NO EXTRAS.

A. F. DAVIES, Manager.

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KING EDWARD HOTEL.

#### A HIGH CLASS HOTEL.

Ladies' Afternoon Tea Rooms.

Private Bar and Billiard Room.

Hot and Cold Water throughout.

Electrically Lighted; Electric Fans (if

required).

Electric Passenger Elevator to each floor.

Table D'Hoté at separate tables.

For Terms, &c., apply to the

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Hongkong, 24th July, 1905.

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ENTIRELY UNDER EUROPEAN MANAGEMENT.

THIS HOTEL has recently been thoroughly

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TELEPHONE NO. 137.

TELEGRAPHIC ADDRESS "COMFORT,"

Hongkong, 1st September, 1910.

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NOTICE.

WE beg to inform our Lady

Customers that our

Establishment will be CLOSED at

5.30 P.M. every day, commencing

from 5th September, for One Month

only, owing to our FASTING

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HOOSAIN-ALI & CO.,

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Hongkong, 5th September, 1910.

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LABUAN COAL.

NOTICE—THIS COAL can only be

obtained from THE LABUAN COAL

FIELDS CO. LTD., who are prepared to Supply

FRESH COAL straight from the Mines

Steamers load at the Wharves. Quick despatch

Telegrams: "Labur Laban."

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Hongkong, 12th August, 1909.

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VICTORIA HOTEL

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SITUATED IN THE CENTER OF PRATA GRAND

Both Hotels electrically lighted, and under

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Every information and Special attention given

to Tourists.

REASONABLE RATES.

WM. FARMER

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All comforts of a home.

A most pleasant retreat for those desirous for

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Macao is 40 miles south-west of Hongkong.

Two steamers (s.s. *Sui An* and *Sui Tai*) daily to and from Hongkong, and two steamers to and from Canton, give easy communication with both these centres.

Cable Address—"BOA VISTA."

For Terms, apply to

THE MANAGER

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## NEW

### PIANOS ON HIRE

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TUNING AND REGULAR

ATTENTION INCLUSIVE.

### S. MOUTRIE & CO. LIMITED.

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### CHINA MUTUAL LIFE INSURANCE CO., LTD., HEAD OFFICE, SHANGHAI.

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GREEN ISLAND CEMENT COMPANY  
PORTLAND CEMENT.  
In Casks 375 lbs. net  
In Bags 250 lbs. net  
SHEWAN, TOMES & CO.,  
General Managers.  
Hongkong, 29th April, 1908.

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#### TIME TABLE.

#### WEEK DAYS.

7.00 a.m. to 10.00 a.m. ... Every 10 minutes.  
10.00 a.m. to 11.00 a.m. ... Every 15 minutes.  
11.30 a.m. to 12.45 p.m. ... Every 15 minutes.  
12.45 p.m. to 1.15 p.m. ... Every 10 minutes.  
1.15 p.m. to 1.45 p.m. ... Every 15 minutes.  
1.45 p.m. to 2.15 p.m. ... Every 10 minutes.  
2.15 p.m. to 3.00 p.m. ... Every 15 minutes.  
3.30 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1 hour.

#### SATURDAYS.

Extra Cars at 3.15 p.m., 11.30 p.m. and 11.45 p.m.  
SUNDAYS.

8.00 a.m. to 9.00 a.m. ... Every 15 minutes.  
9.00 a.m. to 9.30 a.m. ... Every 30 minutes.  
9.30 a.m. to 10.30 a.m. ... Every 15 minutes.  
10.30 a.m. to 11.00 a.m. ... Every 10 minutes.  
11.45 a.m. to 12.00 Noon ... Every 15 minutes.  
12.00 Noon to 1.00 p.m. ... Every 10 minutes.  
1.00 p.m. to 5.00 p.m. ... Every 15 minutes.  
5.00 p.m. to 6.00 p.m. ... Every 10 minutes.  
6.00 p.m. to 7.00 p.m. ... Every 15 minutes.  
7.00 p.m. to 8.00 p.m. ... Every 10 minutes.  
8.15 p.m. to 8.45 p.m. ... Every 15 minutes.  
8.45 p.m. & 9.00 p.m. 9.45 to 11.15 p.m.  
every 1 hour.

SPECIAL CARS by arrangement at the  
Company's Office, Alexandra Buildings, Des  
Vener Head Central.

JOHN D. HUMPHREYS & SON

General Managers.

Hongkong, 1st April, 1909.

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TELEPHONE NO. 75.

### V. O. S.

### WHISKY.

As Supplied to the House of Lords,  
The House of Commons, and to the Houses  
of Parliament, Canada.

### CALDBECK, MACGREGOR & CO.,

WINE & SPIRIT MERCHANTS.

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## INTIMATION

A. S. WATSON & CO.  
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## BRANDY:

For case	of 1 doz.
A—SUPERIOR PALE, Red Capsule	20
B—SUPERIOR OLD COGNAC, Red Capsule	23
WATSON'S *** COGNAC, Gold Capsule	23
C—SUPERIOR OLD LIQUEUR COGNAC, Gold Capsule	29
D—VERY FINE PALE OLD LIQUEUR COGNAC, Gold and White Capsule	35
E—FINEST OLD BROWN BRANDY, Gold and White Capsule	40
HENNESSY***	30
BOUTELLAU'S CHAMPAGNE LIQUEUR	40

Per Doz.	
FINE PALE COGNAC (Marie Brizard & Roger's)	20.80
S. O. F. V. O. COGNAC (Marie Brizard & Roger's)	64.80
VERY FINE LIQUEUR COGNAC, 60 Years Old (Marie Brizard & Roger's)	100.00

Note—For Hongkong the above Prices will be increased by the amount of duty payable  
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A. S. WATSON & CO.  
LIMITED,  
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Only communications relating to the news column should be addressed to THE EDITOR.  
Correspondents must forward their names and addresses with communications addressed to the Editor, not for publication out as evidence of good faith.

All letters for publication should be written on one side of paper only.  
No anonymously signed communications that have already appeared in other papers will be inserted.

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## BIRTHS.

On September 19th, at Shanghai, the wife of ARTHUR C. STRATTON, of a son.

On September 21st, at Shanghai, the wife of Captain E. B. KIDDLE, H.M. Astrac, of a son.

## MARRIAGE.

On September 20th, at Shanghai, AGNES MARY DAVITT to GERALD KINGSMILL, of Shanghai.

## DEATHS.

On September 18th, in London, JOHN WILSON, late supt. of New Duck (Shanghai Engineering and Dock Co. Ltd.).

On September 18th, at Shanghai, REGINALD LESLIE RUNDLE, Standard Oil Co., aged 44 years.

HONGKONG OFFICE: 10A, DES VILLE ROAD C. LONDON OFFICE: 151, FLEET STREET, EC.

The Daily Press.

HONGKONG, SEPTEMBER 27TH, 1910.

ONE OF THE FIRST ACTS OF THE PRINCE REGENT OF CHINA WHEN THE POWERS OF GOVERNMENT WERE ENTRUSTED TO HIM WAS TO APPROVE A SERIES OF REGULATIONS PREPARED BY THE BOARD OF FINANCE WITH THE OBJECT OF GETTING A NATIONAL BUDGET FOR CHINA COMPILED, AND REPORTS APPEARING IN THE CHINESE PRESS FROM TIME TO TIME HAVE SHOWN THAT THE BOARD HAS BEEN AT CONSIDERABLE PAINS TO SEE THAT THE PROVINCIAL AUTHORITIES ACT UP TO THE REGULATIONS. IN THE FIRST YEAR OF THE NEW REIGN THE PROVINCES WERE REQUIRED TO SUBMIT TO THE BOARD QUARTERLY STATEMENTS OF ACCOUNT COMPILED IN ACCORDANCE WITH A SET FORM. POWER WAS GIVEN TO THE PROVINCIAL BUREAU TO DEMAND FOR THIS PURPOSE ANY INFORMATION THEY MIGHT REQUIRE FROM ANY PUBLIC OFFICE, AND OFFICIALS WHO REFUSED TO FURNISH THE INFORMATION RENDERED THEMSELVES LIABLE TO PUNISHMENT. IN EACH PROVINCE ALL YAMENS OR OTHER PUBLIC ESTABLISHMENTS WERE REQUIRED TO SEND TO THE PROVINCIAL BUREAU A TRUE RETURN OF THEIR REVENUE AND EXPENDITURE, AND

IT WAS THE DUTY OF THE BUREAU TO COMPILE A GENERAL RETURN FOR THE PROVINCE QUARTERLY AND FORWARD IT TO THE BOARD OF FINANCE. THAT WAS THE FIRST STEP. IN THE PRESENT YEAR OF HSUAN TUNG, A COMMENCEMENT HAD TO BE MADE WITH THE COMPILEMENT OF ESTIMATES OF REVENUE AND EXPENDITURE FOR A YEAR IN ADVANCE, AND THE RESULT APPEARS TO HAVE GIVEN ANYTHING BUT SATISFACTION TO THE IMPERIAL GOVERNMENT. FOR THE WHOLE EMPIRE A DEFICIT OF ABOUT TWENTY MILLION TAELS IS SHOWN.

APPROPS OF THIS, WE NOTE, THE PEKING CORRESPONDENT OF THE N.C. DAILY NEWS REMARKS THAT: "EVERYONE APPEARS TO BE AGREED THAT THE PROVINCES HAVE TAKEN THE OBVIOUS COURSE BY SHOWING SUBSTANTIAL DEFICITS LEST THE DEMANDS OF THE CENTRAL GOVERNMENT SHOULD EXCEED ALL BOUNDS. AND HAVING COMMITTED THEMSELVES TO THE STATEMENT OF POVERTY, THE PROVINCIAL AUTHORITIES ARE BOUND TO LIVE UP TO IT." HAD IT BEEN OTHERWISE, WE FANCY, THE IMPERIAL TREASURY OFFICIALS WOULD HAVE BEEN MOST AGREEABLY SURPRISED. NO ONE BETTER THAN THEY KNEW WHAT TO EXPECT, AND IT WAS PROBABLY SOME SUCH CONSIDERATION AS THIS WHICH DICTATED THE REGULATION THAT THERE SHOULD BE A FIVE-YEARS' APPRENTICESHIP IN THE FRAMING OF YEARLY ESTIMATES BEFORE THE CHINESE GOVERNMENT COMMENCED THE PUBLICATION OF A NATIONAL BUDGET.

THE PROVINCES HAVE BEEN CONTINUALLY PROTESTING THEIR INABILITY TO MEET THE EVER-INCREASING DEMANDS OF THE IMPERIAL GOVERNMENT—AND THEY WERE BOUND TO LIVE UP TO THEIR EXCUSES. A BEGINNING, HOWEVER, HAS BEEN MADE WITH A REFORM WHICH MUST OF NECESSITY TAKE PRECEDENCE OVER ALL OTHERS. MOST OF THE SCHEMES OF PROGRESS AND REFORM, OF WHICH WE HAVE BEEN HEARING SO MUCH DURING THE PAST TWO YEARS, COST MONEY TO CARRY OUT, AND IT SHOULD BE ONE OF THE FIRST DUTIES OF THE IMPERIAL ASSEMBLY, WHICH MEETS AT PEKING FOR THE FIRST TIME ON MONDAY NEXT, TO STUDY THE FINANCES OF THE EMPIRE AS THEY ARE DISCLOSED IN THE PROVINCIAL BUDGETS NOW IN THE HANDS OF THE BOARD OF FINANCE, AND TO INSIST ON RETRENCHMENT AND REFORM WHERE IT IS SHOWN TO BE NECESSARY. BUT WE HAVE LITTLE CONFIDENCE THAT ANYTHING OF THE KIND WILL YET BE DONE. THE BUDGETS WILL GIVE MUCH FOOD FOR THOUGHT, NO DOUBT; BUT WHAT ACTION IS LIKELY TO BE TAKEN? IT WOULD ALMOST SEEM THAT THE IDEA HAS NOT OCCURRED TO THE STATESMEN IN PEKING THAT INVESTIGATIONS INTO THE EXPENDITURES MIGHT REVEAL THAT THERE IS A VAST AMOUNT OF ROOM FOR RETRENCHMENT AND REFORM. NO, EACH WANTS HIS OWN PARTICULAR REFORM, HOBBY ADVANCED, AND HE TALKS OF RAISING THE NECESSARY FUNDS BY LOANS. AS AN EXAMPLE OF WHAT IS TAKING PLACE, WE MAY QUOTE WHAT OUR SHANGHAI CONTEMPORARY'S PEKING CORRESPONDENT HAS TO SAY CONCERNING THE EXPENDITURE OF THE MINISTRY OF WAR:—"THE ESTIMATES FOR THAT DEPARTMENT ARE SOME Tls. 75,000,000. THERE ARE THREE DIVISIONS OF 12,000 EACH MAINTAINED AT A COST OF Tls. 1,500,000 EACH; AND INCLUDING ALL OTHER NECESSARY EXPENSES OF THE MILITARY SERVICE, THE TOTAL COST STANDS AT Tls. 26,000,000 PER YEAR. THE REMAINDER IS ABSORBED IN SIDE ISSUES, THE PRINCIPAL OF WHICH IS THE HEREDITARY SUBSIDIES TO BANNERMAN. MY RIESHA COOLIE IS A BANNERMAN, AND HE DRAWS Tls. 3.50 PER MONTH. NEARLY ALL THE MAFOOS, RIESHAMEN, ETC., IN PEKING PARTICIPATE IN THIS BENEFICIAL STIPEND—AND IT ALL COMES FROM THE FUNDS OF THE MINISTRY OF WAR. THE STAFF OF THE LUCHINPU NUMBERS 600 OFFICERS, BUT LESS THAN 100 OF THESE ARE REGIMENTAL OFFICERS. THUS THE OFFICIALS OF THE CHINESE WAR OFFICE ARE ABOUT EQUAL IN NUMBERS TO THOSE OF THE GREAT EUROPEAN COUNTRIES, WHERE TREMENDOUS STANDING ARMIES ARE MAINTAINED." IT IS THE SAME IN OTHER DEPARTMENTS. THERE IS, INDEED, A BIG FIELD FOR THE REFORMER IN CHINA, AND NOTHING WILL BETTER SERVE TO PROMOTE THE REFORMS WHICH ARE SO GREATLY NEEDED THAN THE PUBLIC DISCUSSION OF THE PROVINCIAL AND IMPERIAL BUDGETS.

ONE CHINESE CASE OF DIPHTHERIA AND TWO OF ENCEPHALITIS WERE THE ONLY CASES OF COMMUNICABLE DISEASE NOTIFIED IN THE COLONY LAST WEEK.

A COTTON MILL HAS BEEN OPENED AT NEWCHIANG, NEAR THE LIAO RIVER, WITH A CAPITAL OF Tls. 2,000,000 JOINTLY SUBSCRIBED BY CHINESE AND JAPANESE.

MR. C. W. CAMPBELL, C.M.G., CHINESE SECRETARY TO THE BRITISH LEGATION AT PEKING, IS LEAVING CHINA SIX MONTHS' LEAVE, OWING TO DIFFERENT HEALTH.

THE TIME FOR THE INTERPORT QUARTER-MILE SWIMMING CHAMPIONSHIP WAS BY T. LOAN OF HONGKONG WAS INCORRECTLY ANNOUNCED AT FIRST AS 5.51. THE RIGHT TIME WAS 6.51.

MR. HYNES, MANAGER OF THE IPEH BRANCH OF THE HONGKONG AND SHANGHAI BANK, IS TO BE MARRIED AT THE END OF NOVEMBER TO MRS. GILMAN, SISTER OF THE FIRST MAGISTRATE.

MR. F. E. WILKINSON, LATELY H. B. M.'S CONSUL AT NEWCHIANG, HAS BEEN TRANSFERRED TO FOOCHOW. HE IS TO BE SUCCEDED AT NEWCHIANG BY MR. CLENNELL. MR. HIGGS, THE VICE-CONSUL AT FOOCHOW, HAS BEEN TRANSFERRED TO NINGPO.

ON SATURDAY NIGHT AN ARMED ROBBERY OCCURRED IN THE VILLAGE OF FO KONG, NEAR KOWLOON CITY. THE POLICE HAVE ARRESTED TWO CHINESE ON SUSPICION OF BEING CONNECTED WITH THE AFFAIR.

A BABY GIRL WAS BORN IN THE AINN VILLAGE AT THE WHITE CITY ON AUGUST 31. THE CHILD, WHICH HAS THE DISTINCTION OF BEING THE FIRST OF ITS RACE TO BE BORN OUTSIDE THE COUNTRY OF THE AINNS, WILL BE GIVEN A NAME IN COMMEMORATION OF THE EXHIBITION.

FREDERICO PEREIRA, A PORTUGUESE YOUTH TWELVE YEARS OF AGE, APPEARED BEFORE MR. E. R. HALIFAX AT THE MAGISTRACY YESTERDAY CHARGED WITH STEALING A QUANTITY OF JEWELLERY FROM MRS. RAMONICA OF MOSQUE ROAD. THE YOUTH WAS HANDED OVER TO HIS FATHER FOR CHASTISMENT.

A NEW ZEALANDER NAMED JOHN MACMILLAN HAS BEEN ACCIDENTALLY DROWNED IN THE WHANGPOO RIVER. HE MAY BE KNOWN IN HONGKONG, AS AT THE INQUEST A POLICE-OFFICER STATED THAT WHEN MACMILLAN ARRIVED IN SHANGHAI HE WAS CHARGED WITH HAVING TRAVELED FROM HONGKONG WITHOUT A TICKET.

THE RETURN OF VISITORS TO THE CITY HALL LIBRARY AND MUSEUM FOR THE WEEK ENDING THE 25TH SEPTEMBER SHOWS THAT OF NON-CHINESE THERE WERE 315 TO THE LIBRARY AND 259 TO THE MUSEUM, AND OF CHINESE 174 TO THE FORMER AND 2,498 TO THE LATTER. THE LIBRARY WAS, THEREFORE, USED BY 489 PERSONS AND THE MUSEUM BY 2,757.

WE LEARN THAT UNSAFE DWELLINGS ARE STILL BEING REPORTED TO THE PUBLIC WORKS DEPARTMENT, AND THE EMPLOYEES OF THAT DEPARTMENT HAVE BEEN KEPT BUSY ENGAGED IN SHORING-UP OPERATIONS IN ORDER TO PREVENT FURTHER COLLAPSES. YESTERDAY A BUILDING NEAR THE GERMAN TAVERN AND ANOTHER IN POSSESSION STREET WERE MADE SECURE.

THE LATE MR. R. L. RUNDLE, WHOSE DEATH IS ANNOUNCED SHANGHAI, WAS A BROTHER OF GENERAL SIR LESLIE RUNDLE, AND WAS WELL-KNOWN IN SHANGHAI FOR SOME YEARS AS A MEMBER OF THE ORDINARY ROOM STAFF OF THE S. V. C. ABOUT FIVE YEARS AGO HE RESIGNED AND WENT UP COUNTRY, ONLY RETURNING TO SHANGHAI A FEW MONTHS AGO IN THE SERVICE OF THE STANDARD OIL COMPANY.

THE CORPORATION OF THE CITY OF LONDON HAVE GRANTED THE USE OF THE GUILDFIELD FOR A MEETING OF THE CHINA EMERGENCY APPEAL COMMITTEE, OF WHICH SIR ROBERT HART IS PRESIDENT, ON OCTOBER 18. THE BISHOP OF LONDON, DR. LIVINGSTON HART, PRINCIPAL OF THE ANGLO-CHINESE COLLEGE, TIENSHIN, AND DR. D. DUNSMAN MAIN, OF HANGHOU, WHO IS KNOWN IN CHINA AS "DR. APRICOT OF HEAVEN BELOW," HAVE PROMISED TO SPEAK.

FOUR LOCAL WEDDINGS ARE ANNOUNCED TO TAKE PLACE SHORTLY, VIZ., CAPTAIN D. H. POWELL, OF THE 105TH MAHRASTRA L.I., TO MRS. VIOLET CHARLOTTE EDITH TIMINS, OF KOWLOON. MR. H. T. JACKMAN, EXECUTIVE ENGINEER IN THE PUBLIC WORKS DEPARTMENT, TO MRS. DOROTHY SMITH, OF "CRAIGLODGE," THE PEAK; MR. J. M. McHUTCHON TO MRS. AMY SMITH (NOW ON THE WAY OUT FROM ENGLAND), AND MR. HAROLD DAWSBURY TO MRS. NORMA NICHOLSON.

A PARTY OF EUROPEANS AND CHINESE WHO WENT TO THE NEW PORT OF HUNG CHOW, NEAR MACAO, BY RIVER STEAMER ON SUNDAY HAD A SOMewhat PROLONGED STAY THERE ON ACCOUNT OF THE CAPTAIN OF THE STEAMER FAILING TO COMPLY WITH THE PORT REGULATIONS. A NUMBER OF THE CHINESE PASSENGERS, IT APPEARS, LANDED BEFORE THE VESSEL HAD BEEN ENTERED, AND ON THIS ACCOUNT THE CAPTAIN WAS DETAINED FOR A FEW HOURS, AND WAS ONLY LIBERATED ON THE EUROPEANS PAYING A SUBSTANTIAL SUM AS BAIL.

BEFORE MR. E. R. HALIFAX AT THE MAGISTRACY YESTERDAY DETECTIVE-SERGEANT GRANT CHARGED YOUNG KING CHIN, SHROFF TO MESSRS. KRUSE & CO., THE MEDICAL HALL AND MESSRS. BUNN & BERLINGER, ON TWO COUNTS—UTTERING A FORGED RECEIPT, AND WITH OBTAINING MONEY ON A FORGED RECEIPT. THE RECEIPT, WHICH WAS MADE OUT ON BEHALF OF W. SMITH & CO., IS SAID TO HAVE BEEN MADE BY MESSRS. JESEN & CO., AND ON THE STRENGTH OF THIS SIGNATURE THE COMPRADE OF THE LATTER FIRM PAID OVER A CERTAIN SUM OF MONEY. ACCUSED, WHO WAS DEFENDED BY MR. LEO D'ALMADA E CASTRO, WAS REMANDED FOR A WEEK.

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MR. GARDNER WENT INTO THE WITNESS-BOX AND PRODUCED A SIGNATURE OF DALY'S WHICH HE HIMSELF HAD WITNESSED.

MR. GARDNER SAID HE WAS SATISFIED THAT THE SIGNATURES ON THE PROMISSORY NOTES WERE THE SAME.

MR. HIND RAISED THE POINT OF LAW AS TO WHETHER PLAINTIFF WAS ENTITLED TO SEE WHETHER NO EVIDENCE HAD BEEN PRODUCED TO THE EFFECT THAT THE ORIGINAL LENDER HAD ENDORSED THE BILLS.

PLAINTIFF STATED THAT HE HAD BOUGHT THE NOTES FROM MR. GARDNER FOR \$300.

THE CASE WAS ADJOURNED UNTIL FRIDAY.

SALE OF ICE HOUSE STREET PIER.

THE AUCTION OF THE PIER AND OF THE RIGHT OF ERECTING AND MAINTAINING A PIER OVER CROWN FORESHORE OPPOSITE ICE HOUSE STREET WAS HELD AT THE OFFICES OF THE PUBLIC WORKS DEPARTMENT YESTERDAY AFTERNOON. THE LARGEST DIMENSIONS ALLOWED ARE 250 BY 50 FEET, AND THE UPSET PRICE WAS \$15,000. THERE WERE ONLY TWO BIDDERS PRESENT. THE HON. MR. E. OABORNE, FOR THE STAR FERRY COMPANY, AND A CHINESE MERCHANT NAMED LI PING KWONG. BIDDING OPENED AT \$15,100, AND ROSE RAPIDLY UNTIL THE SUM OF \$15,900 WAS REACHED, AT WHICH PRICE THE STAR FERRY CO. BECAME THE PURCHASERS.

WE UNDERSTAND THAT THE CONSTRUCTION OF THE NEW PIER WILL SHORTLY BE PROCEEDED WITH, AND THAT ONE SIDE OF THE PIER WILL BE USED FOR THE ORDINARY KOWLOON SERVICE, WHILE FROM THE OTHER SIDE THE RAILWAY FERRIES WILL BE DESPATCHED.

LATEST STEAMER MOVEMENTS.

THE C.P.R. CO.'S STR. "EMPEROR OF INDIA" ARRIVED AT KOBE AT 7 P.M. ON THE 23RD INSTANT, AND LEFT AGAIN AT NOON ON THE 24TH INSTANT FOR YOKOHAMA, WHERE SHE WAS DUE TO ARRIVE AT NOON ON THE 25TH INSTANT.

THE P. & O. S. N. CO.'S STR. "BORNEO" IS EXPECTED TO ARRIVE AT PENANG ON THE 23RD INSTANT, AT 6 A.M.

THE I.G.M. CO.'S STR. "BESLOW," WHICH LEFT HERE ON THE 21ST INSTANT, AT NOON, ARRIVED AT SINGAPORE ON THE 25TH INSTANT, AT 3 P.M.

SERGEANT LINK OF THE BUFFS, WHO HAS BEEN GYMNASTIC INSTRUCTOR AT THE V.R.C. FOR THE LAST TWO YEARS, HAS BEEN APPOINTED INSTRUCTOR OF THE PENANG VOLUNTEERS, AND LEAVES FOR THE LATTER PORT ON THE 26TH INSTANT, BY THE TRANSPORT "ROHILLA." DURING HIS TWO YEARS' WORK IN THE V.R.C. SERGEANT LINK HAS DEVELOPED QUITE A NUMBER OF ATHLETES, AND, apart from his capabilities as an instructor, he has earned the goodwill and esteem of his numerous pupils by his unvarying courtesy and the assistance which he has always rendered the officers of the Club. Sergeant Link, of the 1st Battalion, Royal Warwickshire Regiment, has been appointed instructor of the Penang Volunteers, and leaves for the latter port on the 26th inst. by the transport "Rohilla."

THE "TRIBUNA" OF ROME IS AUTHORIZED TO STATE THAT THE REPORTS THAT THE TURCO-GERMAN AND AUSTRIAN ALLIANCE AND THE TURCO-ROUMANIAN CONVENTION HAD BEEN COMPLETED WITHOUT THE KNOWLEDGE OF ITALY ARE BASELESS. THE RELATIONS BETWEEN ITALY, AUSTRIA AND GERMANY ARE OF THE MOST INTIMATE AND CORDIAL NATURE.

A CHINESE RAILWAY LOAN.

LONDON, SEPTEMBER 26TH.

THE "TRIBUNA" OF ROME IS AUTHORIZED TO STATE THAT THE REPORTS THAT THE TURCO-GERMAN AND AUSTRIAN ALLIANCE AND THE TURCO-ROUMANIAN CONVENTION HAD BEEN COMPLETED WITHOUT THE KNOWLEDGE OF ITALY ARE BASELESS. THE RELATIONS BETWEEN ITALY, AUSTRIA AND GERMANY ARE OF THE MOST INTIMATE AND CORDIAL NATURE.

A CHINESE RAILWAY LOAN.

LONDON, SEPTEMBER 26TH.

## THE FIRE ON THE "KUMCHOW."

## INQUIRY AT THE MARINE COURT.

A marine court of inquiry, composed of Com-  
mander Basil Taylor, R.N. (who presided), Lieut.  
Henry Butterworth, R.N., Captain H. A. Hard-  
ing of the s.s. *Sunkiang*, Captain W. C. Pasmore  
of the s.s. *Hatching*, and Captain F. Mooney  
of the s.s. *Chop Shing*, sat at the Harbour Office  
yesterday to inquire into the circumstances  
attending the fire which occurred on board the  
British steamer *Kumchow* in the harbour of  
Victoria on the 14th inst.

Mr. Roder Harris, of Messrs. Wilkinson  
& Critt, attended on behalf of the master.

John Martin, master of the s.s. *Kumchow*,  
said the steamer arrived in Hongkong on  
August 27th, and it was intended to leave again  
on September 13th with a general cargo.

Any dangerous goods?—Some matches.

Any quantity?—About 100 boxes.

In No. 1, hold?—Sugar.

In No. 2?—Vermicelli and vegetables.

In No. 3?—Flour principally.

In No. 4?—Matches and other stuff.

What are these matches—Hongkong made or  
Japanese?—I don't know.

Where were you bound for?—Saigon.

Why didn't you sail on the 13th?—I was  
arranging a charter for my ship, and it was not  
completed till next afternoon.

You could have sailed then?—No, I had to  
order another bunk of coal.

You ordered the coal?—Yes.

Did you give orders as to when coaling was  
to be started?—No, I told them steam was to be  
ready by ten o'clock.

You expected coal to be taken in overnight?

Yes, it is usual to do so.

Witness added that he was with his agents  
up till eight o'clock and then went home; as a  
matter of fact, steam was up that evening at  
five.

Do you use the electric light for coaling?

No.

Your dynamo was not going?—We never had  
it in port.

Who do you have on watch at night in the  
harbour?—The quartermaster.

Chinese?—Yes.

When working cargo you have some officer  
supervising?—The mate looks after the work  
of the cargo, and the chief engineer the  
working of the coal.

When did you hear from the ship next morn-  
ing?—Six o'clock, and I got on board as  
quietly as I could—at seven o'clock.

Was the ship still on fire?—Smoke was  
issuing from the holds.

When you got alongside both fire floats were  
there?—Only one.

Were you working cargo that night?—No.  
Do you know when they finished the cargo?—  
Some time in the afternoon.

Captain Pasmore remarked that if the chief  
engineer had not nominated a junior to look  
after the coal there must have been carelessness,  
as during his experience on the China coast he  
found that coolies would light fires.

The President said they would get that from  
the Chief Engineer.

Mr. Harris—When you left the ship was the  
cargo properly stowed?

Witness—Yes.

The President—When you left the ship were  
there any passengers on board?

Witness—Yes, 320.

All Chinese?—Yes.

F. W. Jones, mate of the *Kumchow*, said he  
supervised the getting in of the cargo on the  
13th inst. He detailed the cargo and its  
disposition.

Had you matches in No. 4 hold?—Not that I  
am aware of.

You had passengers as well?—About 350.

When did you finish stowing the cargo?—  
About five o'clock.

Did you leave the ship?—I stayed on board.

What orders did the captain give you before  
leaving?—To leave things standing as they were  
until next morning.

The coal came alongside at 11 o'clock?—Yes.

Did they commence coaling at once?—Yes.

What occurred then?—Coaling went on. At  
2.15, the No. 1 Chinese came to me with the  
quartermaster, and I explained that the ventilator  
on the bridge deck would have to be taken off.

No sign of any fire then?—While I was  
explaining to the quartermaster that the venti-  
lators would have to be taken off I heard shouting  
from the alleyway, and on going down there I  
saw flames coming from No. 2 'tween deck.

What occurred then?—I ordered the hose to  
be put on and the fire bell to be rung. Seeing  
the size of the fire I got a blanket to try and  
smother it.

Could you see what was on fire?—The wood  
work.

Could you tell the origin of the fire?—No,  
as I was on deck all the time.

You tried to smother the fire with a blanket.  
Was it any good?—No, sir, the flames spread  
so fast.

The flames were spreading quickly on the  
painted woodwork?—Yes.

Witness then detailed the course of the fire,  
which consumed the midships section, officers'  
rooms, etc., and explained the steps he took to  
combat the flames. Witness, confronted with  
a wall of fire, crawled through an alleyway to  
the other side of the fire, and regained the deck  
with difficulty. When the alarm was given, he  
saw the passengers had not moved from  
where they were quartered, and when the  
flames broke out he did not see any of  
them. He only saw one passenger. When  
witness got on deck not a passenger and  
not a member of the crew was on board. They  
had all gone. By five o'clock the fire was under  
control and they could get off. The second  
mate came on board about 4.15. He had been  
looking after the passengers afloat and came for-  
ward then to see what he could do.

Lient. Butterworth—How many ship's hoses  
could you get to play on the fire?—Two.

Did you get them trained?—The second  
officer did so, but he could not hold the hoses, as  
the water having been heated was scalding.

What lights were being used?—The ordinary  
bunker lamps.

Captain Pasmore—You said the coolies were  
working about twenty yards from the region of  
the fire. What do you think was the origin of  
the fire?

Witness—I think it must have been the acci-  
dental overturning of a lamp.

Did you see any of the juniors when the coal  
was being bunkered?—They were afloat.

Mr. Harris—When were the hoses used  
last?—One was a new one. The other was used  
for washing the decks.

R. Chapman, chief engineer, said that on the  
afternoon of the 13th inst. he received instructions  
that a bulk of coal might come at any  
time and he was to be ready to take it. The  
coal came at eleven o'clock, and he superintended  
the coaling himself. The coal came on one  
side, as only one barge was working, and the  
work was not finished. Witness was on deck  
most of the time. It was not necessary for the  
coal cooler to go between decks. He gave  
instructions that they should not go there. He  
was usually locked. The key was kept by the  
compradore. There was no fire on the 'tween  
deck when he went down. It was possible that  
a lamp had been upset on the deck and the  
lighted kerosene had set fire to the woodwork.

The Captain said the compradore was not on  
board on the night of the fire.

The President—Were any of his assistants?

Captain Martin—Yes.

The President—We should ascertain who  
had the key on that night.

The finding of the Court was afterward  
delivered by the President. After reviewing  
the circumstances, the finding stated: There is  
no evidence to show the origin of the fire. The  
inference from the evidence adduced is that in  
some way unexplained some kerosene oil became  
ignited in the doorway leading from the port  
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## NOTICE

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## NEW ADVERTISEMENTS

JUST PUBLISHED:  
"POPPY PETALS,"  
By D. R. C.  
Author of "LUI SING,"  
"The Flight of an Arrow," &c.  
PRICE 53.50.

THESE TALES are not the woven tissue of the writer's brain, but are veritable STUDIES FROM LIFE, from the author's large observation among the sort of people depicted. The book reveals undercurrents and conditions of life in the Far East little known to the ordinary resident.

KELLY & WALSH, LTD.,  
Hongkong, 27th September, 1910. [1114]

NOTICE TO CONSIGNEES  
FROM CALCUTTA, PENANG AND  
SINGAPORE

THE Steamship  
"CATHERINE APCAR,"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their goods will be delivered from alongside. Cargo impeding the discharge will be landed at once, at Consignees' risk and expense. Cargo remaining on board after 4 P.M. of the 28th Inst. will be landed at Consignees' risk and expense. Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE delivery of their goods from alongside; such cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & CO., LTD.,  
Agents.

Hongkong, 26th September, 1910. [113]

S.S. "OCEANIEN,"  
COMPAGNIE DES MESSAGERIES  
MARITIMES.

NOTICE.  
CONSIGNEES of Cargo from London or a.s. "Matapan" and "Medoc" from Bordeaux ex a.s. "Ville de Lille" and "Le Cote" in connection with above Steamer, are hereby informed that their goods with the exception of Opium, Treasure and Valuables are being landed and stored at their risks into the hazardous and/or extra hazardous Godowns of the Hongkong Kowloon Wharf and Godown Co., Ltd., at Kowloon, whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before NOON, TO-DAY, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned. Goods remaining unchained after the 3rd Oct., at Noon, will be subject to rent and landing charges.

All claims must be sent in to me on or before the 4th Oct., or they will not be recognized. All damaged packages will be examined on the 3rd Oct., at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS,  
Agent.

Hongkong, 25th September, 1910. [2]

THE HONGKONG WEEKLY PRESS &  
CHINA OVERLAND TRADE REPORT  
is now ready and contains:—

Epitome of the Week's News.  
Leading Articles:

The Mineral Wealth of China.  
Hongkong and the "Bedford" Disaster.  
The Customs Tariff for Korea.  
The Cost of Hongkong Public Works.  
Drink v. Opium.

Jerry Building in Hongkong.  
Canada and Asiatic Immigration.  
Patriotic Memorials in Hongkong.  
Random Reflections.

Tang Shao-Yi in Hongkong.  
Hongkong News.

Another Disastrous Building Collapse.  
Licensing Board.

With Dog and Gun in the New Territory.  
The Annexation of Korea.

Hongkong St. Andrew's Society.

The Whampoa Conservancy.

An American Transport Aground.

Sporting Notes.

The Gymkhana.

Hongkong's Military Expenditure.

Engineering in the Yen-tso Valley.

Company Report:—

Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited.

The Douglas Steamship Company, Limited.

Arrival of American Fleet.

The Opening of the Railway.

Hongkong Cricket League.

The Building Collapse in Jervois Street.

Shanghai Trade.

India and the Canton Opium Monopoly.

Copra in the Philippines.

Chinese Fan Making.

H.M.S. "Bedford" Disaster.

H.M.S. "Newcastle."

Supreme Court.

The Charge Against John Grant.

Appreciation for Separation Order.

Sun Yat Sen's Brother to be Banished.

Shipping Notes.

A New Japanese Dreadnought.

Cricket Club Concert.

Company Meetings:

The China Light and Power Company.

Limited.

Hongkong Cotton Spinning, Weaving and Dyeing Company.

Douglas Steamship Company.

The Russo-Chinese Bank Report.

Railway Construction at Canton.

Chinese Woollen Mills.

Commercial.

Shipping.

Extra copies 30 cents each. Cash.

Copies can be posted from this Office to addresses sent; including postage 30 cents each.

\$1 Cash for three copies.

Subscription: \$12 per annum, payable in advance: postage 32.

Hongkong, 27th September, 1910.

## INTIMATIONS

## "BEDFORD" RELIEF FUND.

UNDER THE PATRONAGE OF  
H.E. SIR HENRY MAY, K.C.M.G.  
H.E. MAJ. GENERAL BROADWOOD, G.B.  
COMMODORE BYERS, R.N.

## AN ENTERTAINMENT

Will be held

AT THE

CITY HALL,  
On SATURDAY, 15TH, AND MONDAY,

17TH OCTOBER.

Seats may be booked at the ROBINSON PIANO CO., on and after MONDAY, 3rd October.

Hongkong, 27th September, 1910. [1095]

## BOXING!

AT THE

CITY HALL.

On SATURDAY, 1st OCTOBER, 1910.

MAIN EVENT:

BILL LEWIS v. ROY KINNEY,

25 Three Minute Rounds

for a Purse of \$1,000.

4 Preliminaries.

Booking and Plans at ROBINSON PIANO CO., LTD.

PROMOTER: R. H. WHITTAKER.

Hongkong, 24th September, 1910. [1107]

## CANTON INSURANCE OFFICE, LTD

## NOTICE TO SHAREHOLDERS

THE TWENTY-NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Offices of the undersigned on SATURDAY, the 15th October, at Noon.

The TRANSFER BOOKS of the Company will be CLOSED from the 3rd to the 15th October, 1910, both days inclusive.

JARDINE, MATHESON & CO., LTD., General Agents.

Hongkong, 26th September, 1910. [1110]

## KOWLOON CRICKET CLUB

THE ANNUAL GENERAL MEETING of the above Club will be held in the Club House TO-DAY, (TUESDAY), the 27th inst., at 5.15 P.M.

T. CHEE,  
Hon. Secretary.

Hongkong, 16th September, 1910. [1067]

## NOTICE.

WE HAVE This Day been Appointed

AGENTS for the SWEDISH EAST ASIATIC STEAMSHIP CO., LTD.

OLOF WIJK & CO., AGENCIES, LTD.

Gothenburg, 1st September, 1910. [1091]

## AUCTIONS

G. S. R.

## PUBLIC AUCTION.

PARTICULARS and CONDITIONS of the DRAWING of 60 DEBENTURES

of the CRUS. GERMANIA, PAYABLE on FRIDAY, the 30th September, 1910, will be held at the Club, at 6 o'clock, on THURSDAY, the 29th September, 1910.

Barbers of Debentures are invited to attend

For the Committee.

A. BUNDE,  
Hon. Secretary.

Hongkong, 20th September, 1910. [1088]

## THE ROYAL HONGKONG YACHT CLUB

## NOTICE.

THE SIXTH ANNUAL GENERAL MEETING will be held in the Offices of the UNION INSURANCE SOCIETY OF CANTON, Queen's Buildings, on FRIDAY, the 30th inst., at 5.15 P.M.

BUSINESS:

To receive the Report and Accounts for the year ending 31st August, 1910.

To elect Officers for the ensuing year.

And other General Business.

By Order,

S. P. WARBOOK,

Hon. Secretary and Treasurer.

Hongkong, 23rd September, 1910. [1099]

## HONGKONG CLUB

## NOTICE.

THE EIGHTEENTH DRAWING of

SIXTY-FIVE DEBENTURES of the

HONGKONG CLUB (1896 issue, \$100 each)

was held in the HONGKONG CLUB HOUSE, on SATURDAY, the 17th September, 1910, when the following Debentures were drawn for Redemption:—

1 313 760 1130 1479

35 338 783 1158 1538

64 349 794 1168 1585

58 466 798 1226 1637

135 578 937 1233 1694

155 582 952 1313 1740

156 608 1019 1340 1766

189 618 1023 1343 1784

191 630 1048 1361 1791

203 649 1064 1392 1805

222 675 1083 1403 1905

233 684 1096 1409 1943

237 739 1112 1448 2000

and will be payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on FRIDAY, the 30th September, 1910, in exchange for surrender of same.

By Order,

JAMES CRAIK,

Secretary.

Hongkong, 17th September, 1910. [1072]

## HONGKONG JOCKEY CLUB

## NOTICE.

THE HALF-YEARLY MEETING of

Members of the above Club will be held on SATURDAY, the 1st October, 1910, at 12 o'clock Noon, at the Office of the JOCKEY CLUB on the Ground Floor of the HONGKONG CLUB ANNEXE, Chater Road.

Certain improvements and additions to the Private Stand accommodation in the Jockey Club Compound being in contemplation

APIER JOHNSTONES'  
SQUARE BOTTLE  
WHISKY.



BEWARE OF  
IMITATIONS  
THE SAME TO-DAY AS IN 1745.  
150 YEARS.

SOLE AGENTS IN HONGKONG:  
LANE, CRAWFORD & CO.,  
and from ALL WINE MERCHANTS. [46]

## SHIPPING IN PORT.

STEAMERS  
ANGHIN, German str., 1,600, C. Kimpel, 13th Sept.—Bangkok 9th via Swatow 17th Sept.—Rice and Meal—Butterfield & Swire.  
BOSUN-MARU, Japanese str., 1,300, Y. Fuseno, 11th Sept.—Shanghai and Swatow 10th Sept.—General—Osaka Shosen Kaisha.  
BUTO MARU, Japanese str., 1,813, Yatsuyang, 23rd Sept.—Dairen 17th Sept., Coal—Mitani Bisan Kaisha.  
CATHERINE APAR, British str., 1,750, G. F. Hudson, 25th Sept.—Calcutta, Penang and Singapore 19th Sept., General—David Sasoon & Co.  
CHENAN, British str., 1,350, Lloyd Jones, 25th Sept.—Shanghai 22nd Sept., General—Butterfield & Swire.  
CROISING, German str., 1,021, Bruhn, 21st Sept.—Bangkok 12th Sept., Rice—Butterfield & Swire.  
COWBLE, British str., 3,055, J. Fallas, 7th Sept.—Singapore 1st Sept., Kerosene Oil—Asian Petroleum & Co.  
DAGNY, Norwegian str., 983, Holstensen, 23rd Sept.—Wakamatsu 17th Sept., Coal—Asgard, Thoresen & Co.  
DEVENTER, British str., 1,574, Junkins, 24th Sept.—Saigon 20th September, Rice and General—Man Fat & Co.  
GLENFARG, British str., 2,053, W. L. Hartnell, 19th Sept.—Java via Labuan 13th Sept., Sugar—Shawen, Tones & Co.  
HAICHING, British str., 1,267, W. C. Passmore, 25th September—Swatow 24th September, General—Douglas, Laprade & Co.  
HANOI, French str., 630, J. Pannier, 22nd Sept.—Haiphong 19th Sept., General—A. R. Marti.  
INVERBEE, British str., 3,205, A. H. Smith 16th Sept.—New York 30th July, General—Jardine, Matheson & Co.  
JAPAN, British str., 3,605, A. Stewart, 20th Sept.—Moji 16th Sept., General—David Sasoon & Co., Ltd.  
KAGA MARU, Japanese str., 3,905, Kitano, 23rd Sept.—Wakamatsu 17th Sept., Coal—Mitui Bishi Goshi Kaisha.  
KIANG PING, Chinese str., 1,222, H. Udden, 20th September—Chinkiang 30th August, General—Tung Lee & Co.  
KOHCHANG, German str., 1,293, C. Rosinsky, 22nd Sept.—Bangkok 15th Sept., Rice and Tea—Butterfield & Swire.  
KOBAT, German str., 1,223, H. Oldsen, 25th Sept.—Bangkok and Kohlechong 17th Sept., General—Butterfield & Swire.  
KOREA, American str., 5,651, S. Sandberg, 24th September—San Francisco 23rd August, General—P. M. S. Co.  
KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.  
LANDER SCHIEFF, German str., 1,012, A. Struve, 24th Sept.—Bangkok 15th Sept., Rice—Siemens & Co.  
LENNON, British str., 2,361, D. Reid, 1st Sept.—Keeling 30th Aug., General—Dowell & Co.  
MANSHU MARU, Japanese str., 3,254, H. Iino-kuma, 20th Sept.—Moji 12th September, Coal—Order.  
MATHILDE, German str., 891, Uldern, 23rd Sept.—Haiphong and Haishow 22nd Sept., General—Jebens & Co.  
NO. 3 KERON, Japanese str., 3,778, T. Takai, 17th Sept.—McGill 11th Sept., Coal—Order.  
PAKLAAT, German str., 1,018, E. Gathmann, 24th Sept.—Bangkok 17th Sept., Rice—Butterfield & Swire.  
PEHMENPH, British str., 1,665, J. H. Scott, 20th Sept.—Saigon 16th Sept., Rice—Chinese.  
PRONTHIEUS, Norwegian str., 1,024, G. Korneliusen, 15th Sept.—Manila 12th September, General—Asgard, Thoresen & Co.  
SIANISI, British str., 1,222, Pottinger, 23rd Sept.—Java 13th September, Sugar—Butterfield & Swire.  
SHIBOTORO MARU, Japanese str., 2,479, Atami, 15th Sept.—Wakamatsu 8th Sept., Coal—Osaka Shosen Kaisha.  
SIMORG, Dutch str., 1,200, H. V. Sept.—Singapore 14th September, Sugar—Yen Fa Hong.  
SOSHU MARU, Japanese str., 1,119, Y. Yamamoto, 25th Sept.—Anping via Amoy and Swatow 24th September, General—Osaka Shosen Kaisha.  
SUNGKIAN, British str., 927, H. A. Hards, 15th September—Amoy 12th September, General—Butterfield & Swire.  
SUVERIC, British str., 4,011, L. S. Cowley, 19th Sept.—Manila 17th September, Hemp—Dowell & Co.  
TEAN, British str., 1,346, A. W. Outerbridge, 23rd Sept.—Manila 20th Sept., General—Butterfield & Swire.  
TUNGSHING, British str., 1,173, Husey, 20th Sept.—Wakamatsu 14th Sept., Coal—Jardine, Matheson Co.  
VORWARTS, Austrian str., 3,727, Bednar, 23rd Sept.—Kobo 13th and Shanghai 20th Sept., General—Austrian Lloyd & N. Co.  
WONGKOK, German str., 1,115, H. Ibbetson, 24th Sept.—Bangkok 15th Sept., Rice and Wood—Butterfield & Swire.  
WOSANG, British str., 1,171, Smith, 25th Sept.—Shanghai and Swatow 24th September, General—Jardine, Matheson & Co.  
WOUH, British str., 1,227, A. Lecker, 4th September—Shanghai 31st Aug., General—Butterfield & Swire.

## ACROSS CHINA AND TURKESTAN.

X.—FROM AKSU TO KASHGAR.  
(FROM THE "TIMES" PEKING  
CORRESPONDENT.)

KASHGAR, June 22nd.  
In Aksu I engaged two broad-wheeled light carts to carry my servants and things to Kashgar while I remained on horseback. The distance is 322 miles, divided into 18 stages, which we covered in less than ten days. It is a flat country consisting of saline wilderness and sand dunes with dead scrub and gnarled trees deeply embedded in sand, rare habitations and brackish water alternating with splendid irrigated lands, well timbered, producing richly, and thickly poised. Land is being steadily recovered from the desert, cultivation is spreading, and the rainfall is increasing. At regular intervals there are horse stages where those provided with a Government order can obtain extra horses. In the New Dominion these stages are invariably entrusted to Hanunesse, who find in the opium pipe some consolation for the dreariness of the lives which they have to live among a people of whose language they are entirely ignorant. Opium is grown across the Russian border and is smuggled into the Dominion, in a cask provided for the purpose with a false bottom. Its price is greater than its weight in silver and is rising rapidly, so that the stage men are put to straits to purchase what they require. It is the starved horses that suffer.

PRIVILEGES OF THE HUNANESSE.  
This monopoly of the post stations is another of the special favour shown to the natives of the province of Hunan. In the reconquest of the New Dominion the two Generals who took the leading part were both Hanunesse. One of them was the first Governor of the reconstituted province. Their troops were mainly Hanunesse braves. Generous in its concession of what it owes to them the Throne has even since then the Hanunesse marked favour in the new province, giving them the monopoly of the tea trade and of the post stages and selecting them to fill 90 per cent. of the official posts in the Dominion. They own most of the pawnshops. They are the liaison officials, the magistrates and tax-gatherers. They form the majority of the "expectant" officials of the province, that is to say the officials who have purchased rank and the right of office and are waiting for a vacancy to enter upon a career of official plunder. They are a bad type to be a new province, for they carry on the traditions of the reconquest and bleed the people unmercifully. The most arrogant

of Chinese, they have a profound contempt for the Turks, contemptuously describing them as "submissive to oppression and incapable of gratitude." They refuse to learn Turkish. Recently, however, China appears to have realized that discrimination in favour of this class has not been a wise policy. They are being gradually deprived of the special privileges previously accorded them, and during the last few years the higher officials have not been Hanunesse.

Halfway between Aksu and the city of Kashgar is the oasis of Marabashi, the meeting-place of main roads from Yarkand and Kashgar, a fertile, well-irrigated, well-timbered district, teeming with people, with numberless mosques, none of which, however, are worthy of a passing glance. It is curious to observe such an admirable system of irrigation existing alongside such crudely-built dwellings of wood and mud of such primitive architecture. Currency along this road is less confusing than in other parts of China. Russian coinable notes are chiefly in use, the rate of exchange being reasonably constant, while the Chinese currency has a stability of exchange greater than is met with in any other province. "Dragon notes" issued by the provincial Government of the value of 400 red cash are everywhere current, as well as silver coins minted in Kashgar. Russian subsidiary coinage is also in circulation.

THE CITY OF KASHGAR.  
Long avenues of willows and poplars lead to the double city of Kashgar, where are gathered together the most numerous mass of people in all the New Dominion. As is the case in so many of the cities of Chinese Turkestan, there are twin cities several miles apart. Old Kashgar, the Turki city, has a population of 110,000, overreaching a wide area outside the city wall. The new Chinese city is much less thickly peopled. Within its walls are the yamans of the provincial Commander-in-Chief and of the Prefect, and the business houses of the Chinese merchants.

In the old city, in a commanding position, is the beautiful residence of the British Consul, Mr. George Macartney. The ample quarters of the Russian Consul-General, Mr. Sokow, are near the river bank. Only within the last few days has Mr. Sokow received his well-merited promotion as Consul-General. He is the second successor of the famous Consul-General Petrovsky, who opened the Consulate in 1832, and was for many years so dominating a force in Kashgar that he was popularly styled the "King of Kashgar." Times have changed since then. Russian prestige in China Turkestan gained nothing by the war with Japan. At the Consulate, there is a Cossack guard of 60 well-mounted men from Orenburg, with two officers. There is a branch of the Russo-Chinese Bank, a Russian post office, and a Russian Customs office for facilitating the passage of goods through the Customs station on the frontier. There is a large colony of Russian Asiatic subjects, and the registration and passport fees which they are required to pay, graduated from one guinea per annum upwards, make a large percentage of the cost, and not the entire cost, of the Russian establishment. Intercourse with the Chinese is held chiefly through the intermediary of the frontier officer, the Tung Shang, a native of Kansu province, who has held his post for 15 years and speaks Chinese, having been a student at the Chinese Russian school in Urumchi. Relations are friendly and only recently all outstanding cases have been amicably adjusted.

There are many British subjects from India, mainly Shikarpuris, but the chief British centre is Yarkand, not Kashgar. British trade struggles manfully against many obstacles, not the least of which is the barrier interposed by the Government of India, whose enlightened frontier policy modelled on that of the Kingdom of Tibet requires that the trade routes across the Himalaya and Hindu Kush shall not be easily passable for fear they may facilitate possible foreign invasion. Impassable roads are to be regarded as heaven-sent barriers against foreign invasion. That China should neglect her roads is not surprising, but for India to do so in pursuance of a settled policy is inconceivable.

Of one section of our Indian traders we have no reason to be proud. The Shikarpuris money-lenders, the curse of every country he visits. Formerly there were 600 in Kashgar, but Consular action has reduced their numbers by one-half. They are losing ground, as the natives are becoming more intelligent. To recover a debt they will shrink from no bar-

barity. English officials have recommended

their expulsion, just as colonies of them have been expelled from Russian Turkestan and from Afghanistan. The Chinese could deal with them by forbidding the natives to deal with them—a course to which it has been made known there would be no objection on the part of the Indian Government. Far, however, from being subjected to such measures, the natives are actually protected by the Chinese officials who borrow money from them and in return for lenient treatment in their own case connive at the extortion they practise on others.

In both cities of Kashgar are branches of the Swedish Protestant Mission. They began work here among the Mahomedans in 1892 and among the Chinese in 1900. The missionaries are excellent linguists. They are provided with passports, obtained through the French Legation in Peking, in which they are described as members of the religion of the Lord of Heaven—that is to say, the Catholic religion—but when the Swedish Treaty is ratified they will have suitable passports issued by their own Legation.

GERMAN INTERESTS.

No other nations have any interests here, with one notable exception. In a circular recently addressed by the German Consul in Tientsin, North China, to Turkish subjects in Kashgar, in reply to a petition sent by an Armenian carpet weaver resident in Khotan, named Piramatz, the Consul informed them that his Government, had, at the request of the Turkish Government, undertaken the protection of Turkish subjects in China. Kashgar being within his district, he desired to know the names and addresses of all Turkish subjects, and he requested them to communicate with him, and he pledged himself to give them all necessary assistance. There are known to be 14 Turkish subjects in the Taotai's district of Kashgar, and there are no doubt others.

Formerly France, by an informal arrangement with Turkey, gave protection to Turkish subjects in China. Last year Piramatz applied for registration as a British subject, but his request was refused. In view of the increasing intimacy of relations between the Mahomedan subjects of China and their co-religionists of Turkey and the extension of the Pan-Islamic movement, the action of the German Consul calls for notice, especially as China has recently announced that she will not recognize protection given by a treaty Power to subjects of a Power having no treaty relations with China.

Twice on my journey across China I met emissaries from Western Islam. One was a native of Tunis, sent to visit the Mahomedans of Kausi. He was a French subject and had a French passport. The other was an Arab who had travelled direct from Constantinople to inspect the mosques of the Fei-ku. He also provided with a French passport. Increasing numbers of Chinese subjects, both Chinese Mahomedans and Turks, make the pilgrimage to Mecca. There are Hadjis in every village of Turkestan. Usually four or five men make the journey together. North of the Tien Shan they go and come by the Russian railway through Tashkent and Transcaspia, invariably proceeding to Constantinople before going to Mecca. South of the Tien Shan a large number make the outward journey by the Russian railway from Andijan and return by Bombay and the Karakorum Pass over the Himalayas. Seventy pounds sterling covers the cost of the round trip.

## INCOMPETENT OFFICIALS.

The Chinese officials, maintained in this distant region are even for China singularly ill chosen. The chief civil official is the Taotai, whose circuit is the largest in the Empire, extending in one direction to Aksu and in the other to Keria. His holder is an Anhui man who first came to the province at the time of the reconquest in 1878. He is 69 years of age, and is the worst type of the traditional Chinese official. Feeble and deceptively, he is slightly compared with the district magistrate, a Hupan man of 79 in his second childhood, whose experience in the province also dates from 1878. The poor old fossil has magisterial control over 500,000 people.

Neither of the aged military commanders has any modern training. The provincial commander-in-chief is a military Mandarin of obsolete type whose title is an empty one. There are no modern troops. Troops are the old-fashioned provincial braves, and their effective strength bears no reasonable proportion in fact to their numbers on paper. Nominally there are seven squadrons of cavalry, whose men provide their own horses, six battalions of infantry, and one battery of artillery with two guns. One of these guns was used in the reconquest in 1878, and has apparently not been since cleaned. There is also an old Hotchek gun. Arms are of varied pattern. They are mostly Tower muskets cut down to carbine size; there are some Muskets of the 1871 model and some of more modern type, and some Remington rifles. No doubt in time modern drilled troops, properly armed and accoutred, will be sent here. At present the military display is not one calculated to strike terror into the heart of China's warlike neighbours.

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## MISSING VESSELS.

## OCEAN'S TOLL OF SHIPS AND MEN.

The committee of Lloyd's, on the 31st ult., referred to as "missing" the fine cargo steamer *Marygarve Ries*, a modern vessel of 2,702 tons gross, which has been lost with all hands while crossing the North Atlantic. How, when, and where the ill-fated steamer met her doom will never be known, for not a word has been heard of her since June 21, on which day she sailed from Norfolk (Virginia) for Amsterdam and Sharpness. The missing steamer, which carried a crew of about 24 men, loaded a cargo of pitch-pine at Pensacola, a well-known timber port. She sailed thence on June 15, and a few days later made a call at Norfolk. Her departure from the latter port is the last news of the ship, and same week ago underwriters looked upon her as hopeless overdone. Built so recently as 1906, the missing vessel was owned by a German firm having their head-quarters at Hamburg.

Every year yields its quota of ocean mysteries in the way of missing ships, and generally speaking, the causes responsible for these particular maritime disasters never become known. During the present year 16 vessels, of various sizes and types, have been posted at Lloyd's as missing, and it is particularly regrettable that included in this total were eight British boats. In a number of instances the vanished ships have been of comparatively small size, and the loss of life in these cases has not been great. For example, seven of the missing British craft were small sailers, ranging in size from 66 net tons to 178 net tons. Where vessels of this type disappear at sea it is generally assumed that they have foundered in heavy weather.

But, as a contrast to these losses, there has been one British vessel the unaccountable loss of which was responsible for the drowning of over 150 men. This was the British India steamer *Locindia*, an old trader of over 2,000 net tons, which disappeared with all hands when on a voyage across the Indian Ocean, and was finally posted at Lloyd's as missing.

Not every vessel which disappears at sea without her fate being definitely known is posted as "missing" at Lloyd's. In a number of instances where vessels fail to arrive no such procedure is followed. In Lloyd's Register, however, an entry is made against the ship's name, indicating that she is "missing" from such and such a date.

Last year the total of vessels actually posted missing was 19, with an aggregate net tonnage of 23,544 tons. It was roughly estimated that these 19 losses were accountable for the sacrifice of about 500 lives. Twelve of these vessels were British-owned, the most notable being the Blue Anchor steamer *Watral*, which had 207 people on board at the time of her mysterious loss off the South African coast.

## COST OF LONDON BRIDGES.

The income of the Bridge House Estates (of which the City Corporation are the Trustees) last year was £152,974, and the expenditure was £207,015. The maintenance of the Tower Bridge cost £15,585, of which £7,715 was expended in salaries and wages and £2,334 in lighting and cleansing. The cost of maintaining London Bridge was £1,494, Blackfriars Bridge £1,207, and Southwark Bridge £1,000. The sum of £94,000 was spent last year on the widening of Blackfriars Bridge.

## FASHIONS FROM THE EAST.

It is a fact universally recognised to-day, says a London contemporary, that in the matter of woman's dress there are no "more details," and that every item of her toilette has a sort of producing a total and harmonious effect. Thus, if a woman wishes to appear well dressed, it is not sufficient to have her hat and frock in the latest style; she must also see that her veil, the handle of her umbrella, her scarf, her handbag all conform to the tendency which rules the fashion of the moment.

This season Oriental colours and draperies have been introduced into the salons, and this main idea is being carried out in every article of wearing apparel. For evening dresses, the most fashionable are gold or silver tunics over a rich-coloured foundation. For afternoon frocks, the tunics are generally made of some lighter material, but the trimming is always elaborate, and consists of ribbon interlaced in the corsage and under the tunic, and of the new "metal lace" as it is called. This lace is made entirely of gold or silver thread, and is to be worn this year more than any other lace. It is used a good deal also round the bottom of "pot" hats.

"The Oriental fondness of the day," a West End modiste said to an *Express* representative, "manifests itself strongly in the turban hats, which are becoming very popular, and in the Egyptian veils and daintily colored scarves.

Beads will be more popular than ever this year, and they will adorn frocks, belts, and shoes. The latest stockings from Paris for evening wear have designs of colored beads worked on them. Pearls, real and imitation, are also to play a great role this season. They will be worn as necklaces, or in huge ropes reaching down to the waist, and also as hair ornaments."

Another innovation from the East is the fringe. It appears as a dainty finish to the heavy "metal" tunics, and there is a charming originality about a fringe which completes the apron panel popular for afternoon frocks.

The new theatre bags have the lower seam bordered with a deep fringe, and the bell rope tassel on the new sash scarf is but another of its forms.

## TWENTY NEW DESTROYERS ORDERED.

The Admiralty have decided to name the twenty destroyers provided for in the shipbuilding programme for 1910-11 as follows: *Archer*, *Achernar*, *Ariel*, *Attack*, *Badger*, *Beaver*, *Defender*, *Druid*, *Ferret*, *Forester*, *Gothawk*, *Hind*, *Hydra*, *Jackal*, *Lapwing*, *Lizard*, *Phoenic*, *Sandfly*, and *Tyrene*. The destroyers will be built and equipped by the following firms: *Archer* and *Druid*, by Messrs. Thornycroft & Co., of Southampton; *Archer* and *Attack*, by Yarrow & Co.; *Badger* and *Beaver*, by Parsons Marine Steam Turbine Co., Wallsend-on-Tyne; *Defender* and *Druid*, by Denny Brothers, Dumbarton; *Ferret* and *Forester*, by Messrs. J. S. White & Co., Cowes; *Gothawk*, by Messrs. W. Boardman & Co., Dalmuir, N.B.; *Hind*, *Hydra*, and *Hydra*, by Messrs. John Brown & Co., Clydebank; *Jackal* and *Tyrene*, by Messrs. Hawthorn, Leslie, & Co., Newcastle-on-Tyne; *Lapwing* and *Lizard*, by Messrs. Cammell, Laird & Co., Birkenhead; *Phoenic*, by Messrs. Vickers, Sons & Maxim, Barrow-in-Furness; and *Sandfly*, by Messrs. Swan, Hunter & Co., Newcastle-on-Tyne.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessel, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring nearest Kowloon are marked "k," nearest Hongkong "h," midway between Hongkong and Kowloon "m," and those vessels berthed at the Kowloon Wharf "k.w." together with the number denoting the section.

1. From Green Island to the Harbour Master's. 2. From Harbour Master's to Blake Pier. 3. From Blake Pier to Naval Yard. 4. From Naval Yard to East Point.

DESTINATION.	VESSEL'S NAMES.	FLAG & RIG	BEETLE	CAPTAIN.	FOR FREIGHT APPLIED TO	TO BE DESPATCHED
LONDON, &c., VIA USUAL PORTS OF CALL	DELHI	Brit. str.	—	G. W. Gordon, R.N.R.	P. & O. S. N. Co.	On 1st Oct., at Noon.
LONDON & ANTWERP VIA SINGAPORE, &c.	SYRIA	Brit. str.	—	D. C. Gregor, R.N.R.	P. & O. S. N. Co.	About 5th Oct.
COPENHAGEN	RUHOMA	Dan. str.	—	—	MELCHERS & CO.	On 1st Oct.
HOTTERDAM, HAMBURG & ANTWERP, &c.	BELGRAVIA	Ger. str.	k. w.	Hildebrandt	HAMBURG-AMERIKA LINIE	On 2nd Nov.
HAVRE, HAMBURG & ANTWERP, &c.	BADENIA	Ger. str.	k. w.	Wagner	HAMBURG-AMERIKA LINIE	On 6th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ALESIA	Ger. str.	k. w.	Habel	HAMBURG-AMERIKA LINIE	On 13th Oct.
HAVRE & HAMBURG VIA STRAITS, &c.	ARMENIA	Ger. str.	k. w.	Rohde	HAMBURG-AMERIKA LINIE	On 6th Nov.
MARSEILLES, LONDON & ANTWERP	CARNAVONSHIRE	Brit. str.	—	Gregory	JARDINE, MATHEWS & CO., LTD.	About 17th inst.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	TOURANE	Front.	—	Launce	MESSAGERIES MARITIMES	To-day, at 1 P.M.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	KITANO MARU	Jap. str.	k. w.	F. E. Cope	NIPPON YUSEN KAISHA	To-morrow, at Daylight
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	AMERIA	Ger. str.	k. w.	Deinat	HAMBURG-AMERIKA LINIE	On 12th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	IVO MARU	Jap. str.	k. w.	Takeda	HAMBURG-AMERIKA LINIE	On 23rd Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	C. FRED. LAERZ	Ger. str.	k. w.	Knassel	HAMBURG-AMERIKA LINIE	On 26th Oct., at D'light
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	HIRANO MARU	Jap. str.	—	H. Fraser	NIPPON YUSEN KAISHA	On 5th Oct., at Noon
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	DEFFLINGER	Ger. str.	—	G. Meiners	MELCHERS & CO.	To-morrow, at Noon.
MARSEILLES, LONDON & ANTWERP VIA SINGAPORE, &c.	VORWABETS	Aus. str.	—	B. Bednarz	SANDER, WIELER & CO.	About 21st Oct.
NEW YORK VIA PORTS & SUEZ CANAL	INDRAVELLI	Aus. str.	—	—	SHEWAN, TOME & CO.	About 5th Oct.
BOSTON & NEW YORK	MUNCASTER CASTLE	Brit. str.	—	—	DODWELL & CO., LTD.	About 15th Oct.
BOSTON & NEW YORK	INDRAWADI	Brit. str.	—	W. G. Williams	JARDINE, MATHEWS & CO., LTD.	To-day.
VICTORIA, B.C., VANCOUVER, & SEATTLE, &c.	SEVERIC	Brit. str.	—	F. S. Cowley	DODWELL & CO., LTD.	To-day.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	EMPEROR OF JAPAN	Brit. str.	1 m.	—	CANADIAN PACIFIC R. CO.	On 8th Oct., at 6 P.M.
VANCOUVER VIA SHANGHAI, JAPAN, &c.	MONTAEGE	Brit. str.	2 m.	—	CANADIAN PACIFIC R. CO.	On 8th Nov., at Noon
VICTORIA, C.B. & TACU MA VIA JAPAN	SEATTLE MARU	Jap. str.	—	T. Saito	CANADIAN PACIFIC R. CO.	On 5th Oct., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	INADA MARU	Jap. str.	—	K. Kawara	OSAKA SHOSEN KAISHA	On 11th Oct., at Noon
VICTORIA, B.C. & SEATTLE VIA SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	K. Satz	NIPPON YUSEN KAISHA	On 8th Nov., at Noon
CALLAO, IQUIQUE, &c., VIA JAPAN PORTS, &c.	BUYO MARU	Jap. str.	—	T. Sekine	TOYO KISEN KAISHA	On 22nd Oct., at Noon
AUSTRALIAN PORTS VIA MANILA	YAWATA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	On 30th inst., at Noon
AUSTRALIAN PORTS VIA MANILA	CHANGSHA	Brit. str.	1 m.	G. W. Ely	BUTTERFIELD & SWINE	On 30th inst., at 4 P.M.
AUSTRALIAN PORTS VIA MANILA	COLENB	Brit. str.	—	H. Raegene	MELCHERS & CO.	On 30th inst., at 5 P.M.
AUSTRALIAN PORTS VIA MANILA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	On 29th inst., at 5 P.M.
KOBE & YOKOHAMA	TANGO MARU	Jap. str.	—	A. Christensen	NIPPON YUSEN KAISHA	About 18th Oct.
KOBE & YOKOHAMA	PRINZ WALDEMAR	Jap. str.	—	F. Iseke	MELCHERS & CO.	To-morrow, at Noon.
NAGASAKI, KOBE & YOKOHAMA	NIKKO MARU	Jap. str.	—	M. Yagi	NIPPON YUSEN KAISHA	Quick despatch.
JAPAN	UMI	Dut. str.	—	Bourman	JAPA-CHINA-JAPAN LIN	On 29th inst., at Noon.
TIENTSIN	CHIPEMING	Brit. str.	—	F. Mooney	JARDINE, MATHEWS & CO., LTD.	On 6th Oct., at 4 P.M.
CHEFOO & TIENTSIN	HUICHONG	Brit. str.	—	E. Foray	BUTTERFIELD & SWINE	On 6th Oct., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	YORCH	Ger. str.	—	J. Reidermann	MELCHERS & CO.	About 5th Oct.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BORNED	Brit. str.	—	W. H. S. Hall, R.N.R.	MESSAGERIES MARITIMES	About 6th Oct.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	DUMERA	Brit. str.	—	Rebuffat	JARDINE, MATHEWS & CO., LTD.	On 10th Oct., at Noon.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	TUNGSHING	Brit. str.	1 m.	Kenzie	BUTTERFIELD & SWINE	On 5th Oct., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	WOSANG	Brit. str.	—	A. E. Campbell	JARDINE, MATHEWS & CO., LTD.	On 29th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	CHENAN	Brit. str.	1 m.	—	BUTTERFIELD & SWINE	On 29th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BONHAI MARU	Jap. str.	—	Teranaka	NIPPON YUSEN KAISHA	On 29th inst., at 4 P.M.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ASSATE	Brit. str.	—	Owen Jones, R.N.R.	P. & O. S. N. CO.	On 2nd Oct., at D'light
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	LINAN	Brit. str.	1 m.	C. Lindbergh	BUTTERFIELD & SWINE	On 4th Oct., at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	KUTSANG	Brit. str.	—	Bradley	JARDINE, MATHEWS & CO., LTD.	On 6th Oct., at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	BUJUN MARU	Jap. str.	—	K. Fuseno	OSAKA SHOSEN KAISHA	On 6th Oct., at Noon
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	ARMENIA	Ger. str.	k. w.	—	HAMBURG-AMERIKA LINIE	On 15th Oct.
SHANGHAI, NAGASAKI, KOBE & YOKOHAMA	SIAM	Dan. str.	—	—	MELCHERS & CO.	On 21st Oct.
PEKING	SENEGAMBIA	Swed. str.	—	Eckhorn	OLOF WIG & CO., LTD.	On 2nd Oct., at 11 A.M.
TIJINNI	SOSHU MARU	Dan. str.	—	H. Koops	HAMBURG-AMERIKA LINIE	To-morrow, at 11 A.M.
PEKING	PESEAUWE	Brit. str.	—	C. F. Lockstone	JAVI-CHINA-JAPAN LIN	On 30th inst., at 10 A.M.
DAULIN MARU	HAIKUN	Brit. str.	2 h.	A. H. Stewart	OSAKA SHOSEN KAISHA	On 4th Oct., at 10 A.M.
HAIKUN	HATCHING	Brit. str.	2 h.	W. C. Passmore	Douglas Lapeyre & Co.	On 4th Oct., at 10 A.M.
HAIKUN	HAIKUN	Brit. str.	1 m.	J. W. Evans	Douglas Lapeyre & Co.	On 4th Oct., at 10 A.M.
HAIKUN	HAIKUN	Brit. str.	—	A. E. Hodges	BUTTERFIELD & SWINE	On 4th Oct., at 10 A.M.
HAIKUN	HAIKUN	Brit. str.	1 m.	Jameson	S. J. Payne	On 4th Oct., at 10 A.M.
HAIKUN	HAIKUN	Brit. str.	—	—	J	

## SHIPPING.

## ARRIVALS.

CHIPSHING, British str., 1,199, F. Mooney, 25th Sept.—Tientsin 18th, Choofoo 19th and Weihaiwei 20th September, General Jardine, Matheson & Co.

KAIFUKU MARU, Japanese str., 1,905, P. Suda, 24th Sept.—Moji 19th September, Coal—Mitsui Hashi Gohki Kwaisha.

KITANO MARU, Japanese str., 5,277, F. E. Coop, 26th Sept.—Shanghai 23rd Sept., General—Nippon Yusen Kaisha.

MEIFOO, Chinese str., 1,539, T. Froberg, 26th Sept.—Shanghai 23rd September, General—C. M. S. N. Co.

NIKKO MARU, Japanese str., 3,437, M. Yagi, 26th Sept.—Melbourne and Manila 24th Sept., Flour, Sleepers, Copper and General—Nippon Yusen Kaisha.

OCEANIEN, French str., 5,001, Sellier, 26th Sept.—Saigon 23rd September, Mails and General—Messageries Maritimes.

ONSANG, British str., 1,737, A. J. Buller, 25th Sept.—Hongkong 22nd Sept., Coal—Jardine, Matheson & Co.

RAJAH, German str., 1,275, H. C. Reher, 24th Sept.—Rangoon 17th September, Wood—Norddeutscher Lloyd.

SEATTLE MARU, Japanese str., 5,113, G. Saito, 26th Sept.—Takao, Wash., and Manila 23rd Sept., Flour and General—Osaka Shōwa Kaisha.

SHANTUNG, British str., 1,355, J. Robinson, 24th Sept.—Sourabaya 14th Sept., Sugar—Batterfield & Sivre.

SUISANG, British str., 1,716, M. Ricknall, 25th Sept.—Chinghwa 18th Sept., Coal—Chinese.

TOUAREG, French str., 749, E. de Catalano, 25th September—Haiphong 23rd September, General—Messageries Maritimes.

TOURANE, French str., 3,104, G. Lancelin, 26th Sept.—Yokohama 17th September, General—Messageries Maritimes.

## CLEARANCES.

## AT THE HARBOUR MASTER'S OFFICE.

26th September.

Hoching, British str., for Swatow. Honf, French str., for Haiphong. Japan, British str., for Singapore. Meifoo, Chinese str., for Canton. Ocean, French str., for Shanghai. Suveric, British str., for Europe, &c. Wessang, British str., for Canton.

## DEPARTURES.

26th September.

CHENAN, British str., for Canton. HELLAS, German str., for Hongkong. HOLSTEIN, German str., for Swatow.

## SHIPPING REPORTS.

The French str. *Touareg* reports: Strong wind and high sea from Haiphong to port.

The French str. *Touareg* reports: Left Wessang on the 23rd inst., at 10 a.m., experienced light Southern breeze up to Turnabout; then no light to fresh N.E. winds.

The British str. *Chipping* reports: Mod. to light N.E. wind and sea with misty rain from North Soddis to Hua Chu Island; Hua Chu Island to Hongkong, fine clear weather and moderate N.E. wind and sea.

## VESSELS IN DOCK.

September 26th.

TAIKOO DOCK.—Union, Sungiang.

## VESSELS EXPECTED.

## THE ENGLISH MAIL.

The P. & O. Co.'s str. *Aegean* left Singapore for this port on the 23rd instant, at 5.30 p.m. with the outward English mails, and is due here to-morrow at about 5 p.m.

## THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of Japan* arrived at Shanghai at 3.30 a.m. on the 26th inst., and left again at 4 p.m. same day for Hongkong, where she is due to arrive at 8 a.m. on the 29th inst.

The C.P.R. Co.'s str. *Montague* left Vancouver for Hongkong via usual ports of call on the 20th instant p.m.

## THE INDIAN MAIL.

The Indo-China str. *Kutang* from Calcutta and the Straits left Singapore for this port on the 24th inst.

The Indo-China str. *Kutang* left Calcutta for the Straits and Hongkong on 21st instant, and is due here about the 7th prox.

## THE AMERICAN MAIL.

The T.K.K. str. *Nippon Maru* sailed from Yokohama on route to Hongkong on the 25th inst., and is due here on the 4th prox.

The P.M. str. *Siberia* left San Francisco on the 13th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 10th prox.

The P.M. str. *China* left San Francisco on the 20th instant for Hongkong, via Honolulu, Japan and Shanghai, and is due here on the 18th prox.

## THE GERMAN MAIL.

The I.G.M. str. *York*, carrying the German Mails with dates from Berlin of the 7th inst., left Colombo on the 24th instant p.m., and may be expected here on or about the 15th prox.

## THE AUSTRALIAN MAIL.

The I.G.M. str. *Prinz Waldemar* left Sydney on the 24th instant, at 11 a.m., and may be expected here on or about the 16th prox.

## MERCHANT STEAMERS.

The N.Y.K. str. *Yukawa Maru* (Australian Line) left Nagasaki for this port on the 23rd instant, and is expected here to-day.

The N.Y.K. str. *Tango Maru* (European Line) left Singapore for this port on the 23rd instant, and is expected here to-morrow.

The Mogul Line str. *Sikh* sailed from the United Kingdom for Hongkong via Straits on the 3rd instant.

The "Ben" Line str. *Benedict* from Laith and London left Singapore on the 21st instant, for this port.

The Barber Line str. *Suruga*—sailed from New York on the 21st instant for Hongkong, via the Straits.

The N.Y.K. str. *Bomby Maru* (Bomby Line) left Singapore for this port on the 23rd instant, and is expected here on the 29th inst.

The N.Y.K. str. *Inaba Maru* (American Line) left Kobe for this port via Moji and Shanghai on the 23rd instant, and is expected here on the 2nd prox.

The P. & A. str. *Skye* is due to arrive at this port on the 14th prox.

The O.S.K. str. *Chicago Maru* left Tacoma for this port via Japan and Manila on the 17th instant, and is expected here on or about the 25th prox.

## ON SALE.

## A TABLE OF THE RATES OF EXCHANGE AT HONGKONG.

For Demand Drafts on London on the day of or preceding the departure of the English Mails; also Table of the Yearly Approximate Average for 36 years.

FROM 1874 TO 1909.

Price 32 Cash. On sale at the "DAILY PRESS" Office, or Local Booksellers.

## PENINSULAR &amp; ORIENTAL STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON 1911.

## PROPOSED SAILINGS OF MAIL STEAMERS FOR

## MARSEILLES AND LONDON.

TAKING PASSENGERS ALSO FOR  
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, & C. THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave COLOMBO	Connecting Steamers from COLOMBO to MARSEILLES & LONDON	Due MARSEILLES (Brindisi 2 days earlier)	Due PLYMOUTH (London 1 day later)
DELHI .....	February 4	MANTUA .....	March 4	March 10
ACADEMIA .....	February 18	MALWA .....	March 18	March 24
ASSAYE .....	March 4	MACEDEONIA 10500 (Through Steamer calling at BOMBAY)	April 1	April 7
MARMORA .....	March 18	MOLDAVIA .....	April 29	May 5
DEVANHA .....	April 1	MONGOLIA .....	May 13	May 19
DELHI .....	April 15	MOREA .....	May 27	June 2
ASSAYE .....	April 29	MOOLTAN .....	June 10	June 16
DELTA .....	May 13			

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of booking.

## FARES TO LONDON (Including Surtax).

1<sup>ST</sup> SALOON £11.10 SINGLE. £16.14 RETURN.

2<sup>ND</sup> SALOON £8.10 SINGLE. £2.72 RETURN.

IN ADDITION TO THE ABOVE MAIL STEAMERS INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

## PROPOSED SAILINGS:

STEAMERS

Leave  
HONGKONG

Due  
LONDON

Tonnage

about



**D. SCHOLTE & CO.**  
AMSTERDAM.

DUTCH PIECE GOODS: SHIRTINGS.  
SPANISH STRIPES, DRILLS.  
CASHMERES, ETC., AND ALL SUNDRIES.

FOR PARTICULARS, CATALOGUES AND SAMPLES, APPLY TO THE SOLE  
REPRESENTATIVE FOR CHINA:

**HUGO C. A. FROMM.**  
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

43-3

## POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN  
ROUTE to EUROPE.

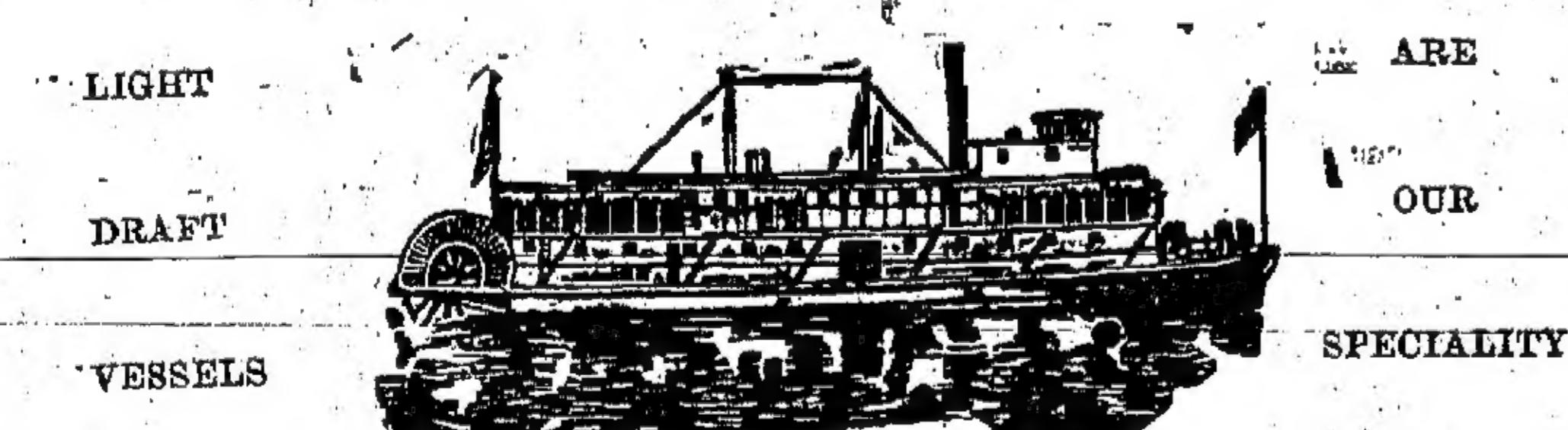
The *desay*, with the English mail of the 2nd inst., left Singapore on Friday, the 23rd inst.,  
at 5.30 p.m., and may be expected here to-morrow, at about 5.00 p.m. This packet brings the  
parcel mails closed in London for despatch by the sea route on the 24th of August, and for  
despatch overland on the 31st of August.

FOR	PER	DATE
Swatow, Amoy and Foochow	Hatching	Tuesday, 27th, 9.00 A.M.
Shanghai, Moji, Kobe, Yokohama, Victoria, Vancouver and Seattle	Swervic	Tuesday, 27th, 10.00 A.M.
Haliphong	Hanoi	Tuesday, 27th, 10.00 A.M.
	Printed Matter and Samples	Tuesday, 27th, 10.00 A.M.
	Registration, with late fee of 10 cents, up to 10.45 A.M.	Tuesday, 27th, 10.00 A.M.
	Registration, Kowloon B.O.	Tuesday, 27th, 10.00 A.M.
	No late fee.	
	Letters	Tuesday, 27th, 11.00 A.M.
	Touraine	Tuesday, 27th, 1.15 P.M.
	Hainan	Tuesday, 27th, 3.00 P.M.
	Nikkō Maru	Tuesday, 27th, 4.00 P.M.
	Vorwärts	Tuesday, 27th, 5.00 P.M.
	Kitano Maru	Tuesday, 27th, 5.00 P.M.
	Mitshile	
	Touraine	Wednesday, 28th, 8.00 A.M.
	Hainan	Wednesday, 28th, 10.00 A.M.
	Nikkō Maru	Wednesday, 28th, 11.00 A.M.
	Vorwärts	Wednesday, 28th, 11.00 A.M.
	Tungshing	Wednesday, 28th, 11.00 A.M.
	Swatow, Amoy and Anping	Wednesday, 28th, 1.15 P.M.
	Macao	Wednesday, 28th, 2.00 P.M.
	Singapore, Penang and Calcutta	Thursday, 29th, 1.15 P.M.
	Tiencin	Thursday, 29th, 3.00 P.M.
	Macao	Thursday, 29th, 4.00 P.M.
	Shanghai	Friday, 30th, 9.00 A.M.
	Kobe and Yokohama	
	Swatow, Amoy and Foochow	
	Macau, Thursday 1st, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth, and Fremantle	
	Shanghai, Nagasaki, Kobe, Yokohama, Shimizu, Yokohama, Honolulu, and San Francisco	
	SIBERIAN MAIL TO EUROPE	
	Haihong and Haiphong	
	Manila	
	EULE, &c., India via Taticorin (Late Letters 11.00 to NOON Extra Postage 10 cents)	
	(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	
	(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	
	The Parcel mail will be closed on Friday, the 30th inst., at 5 P.M.	

TELEGRAPHIC ADDRESS:  
MARINEWORK

**WILLIAM C. JACK & CO., LTD.,**  
ELECTRICAL AND MECHANICAL ENGINEERS.

14, DES VŒUX ROAD CENTRAL, HONGKONG.



"If a man can write a better book, preach a better sermon, or make a better mousetrap than his neighbour, though he build his house in the woods, the world will make a beaten path to his door." —EMERSON.

OUR LINES ARE  
"OSRAM" LAMPS. "PETTER" ENGINES. "ALLEN" PUMPS.  
"HALL'S" DISTEMPER. "ATLAS" METALS AND SOUND MECHANICAL AND ELECTRICAL ENGINEERING ADVICE TO OUR CLIENTS.

## PASSENGERS.

## ARRIVED.

Per *Mefoo*, from Shanghai, Mrs. Cone.

Per *Chipping*, from Tientsin, &c., Mr. Cul-  
braaten.

Per *Tourne*, from Haiphong, &c., Miss Baudet,

*Mesier* Bandet, *Eicou*, *Beipoix* and *Popot*.

Per *Kitano Maru*, from Japan, &c., for

Hongkong, Mr. and Mrs. A. Segawa, and 2

infants, Mr. T. Kusumoto, Mr. L. Riberio, Mrs.

Arnold and 2 infants, Capt. St. Clair, Miss N.

Haward, Miss V. Haward, Mr. and Master J.

Wilson, Mr. and Mrs. J. G. Connell, Miss

K. Gato, Mr. and Mrs. J. F. Francisco, Mr. and Mrs.

H. F. Carmichael, Mr. Robert E. Kringle and

Mr. R. Shiba.

Per *Tourne*, for Hongkong, from Kobe

Mr. Vidry, Mr. Fujimura, Mr. Marinoto

Leguen and Mr. Uesumi Sanjichi, from Shang-

hai, Mr. A. Talbot, Mr. and Mrs. J. Moore, Mr.

C. K. Lenham, Mr. Bant, Mr. Pledge, Mr.

J. W. Macfarlane, Mr. F. Pretty, Mrs. C. A.

and Mrs. Champaix, Mrs. Fuhrmann and Mrs.

S. Senda, for Saigon, from Yokohama, and Mrs.

L. Bridan; from Kobe, Mr. S. Kinoshita; from

Le Vianon.

## COMMERCIAL.

EXCHANGE  
CLOSING QUOTATIONS.

September 26th.

ON LONDON:—  
Telegraphic Transfer ..... 1/9 1/9  
Bank Bills, on demand ..... 1/9 1/9  
Bank Bills, at 30 days' sight ..... 1/9 1/9  
Bank Bills, at 4 months' sight ..... 1/9 1/9  
Credits, at 4 months' sight ..... 1/10 1/10  
Documentary Bills 4 months' sight ..... 1/10

ON PARIS:—  
Bank Bills, on demand ..... 22/3 22/3  
Credits, at 4 months' sight ..... 23/2

ON GERMANY:—  
On demand ..... 18/5

ON NEW YORK:—  
Bank Bills, on demand ..... 44/4

Credits, at 60 days' sight ..... 45/8

ON BONN:—  
Telegraphic Transfer ..... 135

Bank, on demand ..... 135/4

ON CALCUTTA:—  
Telegraphic Transfer ..... 135

Bank, on demand ..... 135/4

ON SHANGHAI:—  
Bank, at sight ..... 74/4

Private, 30 days' sight ..... 75

ON TOKOHAMA:—  
On demand ..... 88/4

ON MANILA:—  
On demand—Pesos ..... 88/4

ON SINGAPORE:—  
On demand ..... 77/8

ON BATAVIA:—  
On demand ..... 10/8

ON HAIKONG:—  
On demand ..... 13 1/2

ON SAIGON:—  
On demand ..... 1

ON BANGKOK:—  
On demand ..... 85/4

SOVEREIGN, Bank's Buying Rate ..... \$31.05

GOLD LEAF, 100 fine, per tael ..... \$58

BAZ SILVER, per oz. ..... 24/8

SUBSIDARY COINS.

Chinese ..... 20 cents pieces ..... \$4.85 discount

Chinese ..... 10 ..... \$5.44

Hongkong ..... 20 ..... \$4.67

Chinese ..... 10 ..... \$5.22

## The Cigarettes of Distinction

**Bouton Rouge**

**Felucca**

A LUXURY TO  
THE MAN  
OF TASTE

IN 50's & 100's

HERMETICALLY SEALED BOXES

AT \$4.20 AND \$2.80

PER 100

FROM ALL TOBACCONISTS.



## SHARE LIST.—QUOTATIONS.

HONGKONG, SEPTEMBER 26TH, 1910.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	CLOSING QUOTATIONS CASH.
<b>BANKS.</b>				
Hongkong & Shanghai Bank Corporation	120,000	\$125	all	\$927/4, sellers
National Bank of China, Limited	99,925	\$7	£6	78, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	88, sellers
China Borneo Company, Limited	60,000	\$12	\$9	buyers
China Light and Power Company, Limited	50,000	\$1	\$1	\$1.40, sellers
China Provident, Loan & Mortgage Co., Limited	200,000	\$10	\$8	buyers
<b>COTTON MILLS.</b>				
Evo Cotton Spinn'g & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	\$10	\$4	sellers
International Cotton Manufacturing Co., Ltd.	10,000	Tls. 75	Tls. 75	Tls. 55.
Laou-Kung-Mow C. Spinn & Wear Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 85.
Soy Choon Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 200.
Dairy Farm Company, Limited	40,000	\$71	\$6	buyers
<b>DOCKS AND WHARVES.</b>				
H'kong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	all	\$54, sellers
Hongkong and Whampoa Dock Co., Ltd.	50,000	\$50	\$50	sellers
New Army Dock Co., Limited	10,300	Tls. 100	Tls. 100	Tls. 95.
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 112.
Shanghai and Hongkong Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 112.
<b>FOUNDRY &amp; CO.</b>				
Howick & Co., Limited	18,000	\$25	\$25	sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$4.65, buyers
Hongkong and China Gas Co., Limited	7,000	\$10	all	205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	21.
Hongkong Hotel Company, Limited	12,600	\$50	\$50	313.
Hongkong Ice Company, Limited	8,000	\$25	\$25	313.
Hongkong Rope Manufacturing Co., Limited	50,000	\$10	\$10	321, sellers
H'kong & South China Steam Fisheries Co., Ltd.	15,000	\$100	\$100	\$7.
<b>INSURANCE.</b>				
Cancon Insurance Office Co., Limited	10,000	\$250	\$50	\$190, buyers
China Fire Insurance Co., Limited	2			